



# *Green Light*

Published Monthly by the  
Denver & Rio Grande Western Railroad  
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# Green Light

October, 1972  
Vol. 33 No. 7

D. J. Davidson, Editor

Member  
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Published Monthly by the  
Denver & Rio Grande  
Western Railroad

## Cancer Claims Tax Commissioner

The grim reaper struck the Rio Grande again on October 2nd when Walter S. Speckman, tax commissioner for the railroad, passed away from the dreaded disease of cancer.

Speckman, born at Springfield, Colo., attended grade and high school at Lamar. He was a graduate of Colorado State College, now University of Northern Colorado at Greeley, and Denver University's School of Commerce. He joined the Rio Grande as a typist in the Freight Traffic Dept. at Denver on March 9, 1946.



He subsequently held positions as steno-clerk in the Personnel Dept.; secretary to terminal trainmaster Burnham; assistant chief clerk, tax agent, Public Relations Office; appointed tax counsel in 1958 and tax commissioner on July 1, 1959, a position he held at the time of his death.

Speckman's knowledge and expertise in Rio Grande's tax matters will be sorely missed.

He is survived by his widow, Shirley, two sons, Walter John, William Van Orsdal, and a daughter, Jeanne Lynn.

## Meeting Motor Way Denver Personnel

As a follow-up on last month's Motor Way story, thought readers of the *Green Light* would like to meet some of the personnel in their Denver facility. They will be found on pages five and six of this issue.

## On the Cover

A westbound freight approaches Pine-cliff on a warm July day in 1970.



## WHAT IS A VETERAN?

A VETERAN is a man who fell in love with his country—for better, or worse—for richer, for poorer—in sickness and health.



A VETERAN is a man who is willing to lay down his life for the Statue of Liberty, so that her poor, her huddled masses, her homeless, her tempest-tossed may breathe free and may enjoy life, liberty and the pursuit of happiness.

A VETERAN is a man who does what he must—in spite of personal consequences—in spite of obstacles and dangers and pressures—for that is the basis of all human morality.



A VETERAN is a man who gets a lump in his throat when he sees our beloved flag. And he'll fight to protect our beautiful bunting from those who would dare to dishonor it.



A VETERAN is a man who pays his taxes, willingly; serves his country, honorably; and cherishes his freedom, passionately  
A VETERAN is a man well-deserving of our appreciation, our love and prayers, 365 days a year.

## Think! Stay on the Safe Side

It's not just the hard hat, the specs and the glove,  
That bring you home safe to the family you love.  
The guard on the grinder, the chain on the hose,  
The safety-load binder, the foul-weather clothes.  
The latch on the load hook, the outrigger block,  
Emergency brakes and the standard wheel chock,  
The safety valve feature on high-pressure tanks,  
The cave-in protection on vertical banks.  
The well-installed belt guard, the safety-toe shoes,  
The fire extinguisher ready to use.

The seat belt that holds you inside of your car,  
The road signs of safety, wherever you are—  
These things are mere tools, like a carpenter's plane;  
They won't produce safety, or minimize pain.  
Your health and your safety depend upon you:  
On whether you think about things that you do.  
So think before acting; make thinking a rule.  
Make use of your brain . . . your best safety tool!  
(From the Kemper Insurance Co. — Safety Supervisor.)



## Silverton Train Steams to a New Record



*THE SILVERTON TRAIN provides a matchless travel adventure through the San Juan mountains of Southwestern Colorado.*

The Silverton Train, operating between Durango and Silverton in southwestern Colorado, continued to please tourists and vacationers alike to the Four Corners area.

Each year the Silverton continues to set records in the number of passengers riding in the 1890 period coaches behind a huffing, puffing steam locomotive in taking the Journey to Yesterday. This year was no exception as passengers exceeded that of a year ago which was a banner year in the Silverton's history when 102,952 rode the train. That record was shattered on September 25th when the passenger count reached 103,330 with six more days of operation remaining for the season. When the last toot of the whistle was sounded and the fires were "banked" for the winter on the evening of October 1st, 105,626 had experienced the thrill of pioneer Rocky Mountain railroading.

There are only so many of the type cars used on the Silverton and only so many trains that can be run during the tourist season, it is little wonder that those desiring to take advantage of this narrow gauge steam train ride and to avoid disappointment make reservations far in advance.

The Silverton is unique in that it is a Registered National Historic Landmark, and a National Historic Civil Engineering Landmark, having earned this designation as a result of the rugged territory and type of construction used when the 45 miles of rails were laid between Durango and Silverton in 1882. The 1973 season is expected to begin on Memorial Day.

Those who have ridden the Silverton on its Journey to Yesterday use the expression, "Try It, You'll Like It," to express their pleasure and the pioneer railroad experience.

## Rio Grande Industries To Acquire Insurance And Appraisal Co.

G. B. Aydelott, president of Rio Grande Industries, Inc., and H. Clay Johnson, chairman of the board of General Adjustment Bureau, Inc., announced on October 2 that a preliminary understanding had been reached for acquisition of General Adjustment Bureau, Inc., by Rio Grande Industries. The amount of the purchase price was not disclosed. The transaction is subject to preparation of a definitive agreement and its approval by the respective Boards of Directors and GAB stockholders.

General Adjustment Bureau, an 87-year-old nationwide insurance adjusting and property appraisal firm, had revenues of more than \$75 million in 1971, and is the largest firm

of its kind in the United States. Based in New York, GAB has over 4,000 employed in more than 500 locations throughout the nation, in the Caribbean, and Europe. Its present management will continue with the company which will become an autonomous, wholly-owned subsidiary of RGI.

Denver-based Rio Grande Industries is a diversified company which owns The Denver and Rio Grande Western Railroad, and has subsidiaries engaged in trucking, real estate development, manufacturing and installation of major amusement park rides, and computer services. The 1971 revenues of RGI were \$139 million.

## Colborg Appointed Insurance Manager

Charles A. Colborg was appointed manager of insurance on September 1 to fill the vacancy created by the retirement of A. E. Rose.

Colborg, a native of Denver, joined the Rio Grande as a messenger in Communications Dept. in August, 1950. He transferred to messenger in what is now the Disbursement Accounting Dept. one month later and subsequently held positions in that department as deduction clerk, register clerk, custodian of records and general report clerk. From there, he transferred to the Engineering Dept. in 1955 where his sojourn was to last for two years as a completion clerk, after which he returned to Disbursements as a shop timekeeper. In 1959 he returned to the Engineering Dept. as a completion report clerk and later as a rodman.



He was appointed an engineering assistant in Sept. 1960 and in 1966 appointed engineer of contracts, a position he held until January 1966 when he was appointed assistant manager of insurance.

With his knowledge of contracts, Colborg is able to assume the position in managing the company's insurance program.

## Information Wanted

James Hall is in the process of writing a book on the history of armoured trains. He is seeking memoirs, notes, reminiscences of individuals who may have had personal experiences with armoured trains or who may have access to photographs, drawings or other material for World Wars I and II; Mexican Revolution, 1910; Russian Civil War; and the Chinese Revolution.

Anyone interested may contact James Hall, P. O. Box 936, Menlo Park, Calif. 94025.

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*Retirement proves with proper care the human body will last a lifetime.*

## Moving?

**When moving please include your old address as well as your new address. Allow at least one month for change to be made.**



# What Is A Railroad? – The Basic Elements

## What Is A Railroad?

A railroad is just what its name says it is—a road of rails.

But that's not all.

You must also have a right-of-way—a strip of land.

On that land, you must construct a roadbed. And on that roadbed you must lay track.

If you want to engage in the business of railroading, you'll need some other things, too. You'll need motive power—locomotives of some sort. And you'll need rolling stock—some sort of cars in which cargo or passengers can be carried.

Then you have a railroad.

Modern railroading, of course, requires other physical elements—signal systems, computers, terminals, yard, repair shops. But all these operations are performed in support of the basic elements.

The basic concept—the flanged metal wheel on the guiding metal rail—has not greatly changed since the early days.

Yet the railroads remain the most important hauler of freight in the nation. Today's railroads carry 41 per cent of all intercity freight—more than the ton-miles handled by all the trucks, planes and barges combined.

One reason for this long-term pre-eminence is the inherent efficiency of the basic concept of rail operations.

The metal wheel on the metal rail produces a minimum of friction and permits railroad locomotives to pull their loads with a smaller expenditure of energy than other vehicles.

Today's railroad locomotive uses about one-fourth as much energy as a highway truck in moving one ton one mile.

The physical efficiency translates itself into fuel efficiency. Railroads move three times as much freight per gallon of fuel as large trucks and 125 times as much as cargo aircraft. And the list of benefits from this simple concept goes on.

Fuel and power efficiency mean a single locomotive can pull a large number of freight cars—and the addition of cars to a train need not require proportionate increases in crew. Thus, the operating cost of each car in a train actually shrinks as more cars are added. This makes railroads especially attractive to shippers of high-volume commodities, such as grain or coal.

Fuel-power efficiency also yields benefits in the area of air pollution. For example, railroads—on a ton mile basis—give off less than half the amount of exhaust emissions released by diesel trucks. A recent study indicates that railroads—despite carrying the lion's share of the intercity ton-mileage—are responsible for only slightly more than 1 per cent of all air-pollutant emissions from transportation sources.

Many things about railroads have changed, of course. Both the equipment and the business have gone through a process of evolution—and that evolution is continuing.

Passenger service was, for many years, the most glamorous aspect of railroading. Sleek trains with romantic names served every part of the nation. But, as highways became better and the use of the private autos grew, and as passenger air service began to grow in speed and popularity, railroad ridership dropped. And it continued to drop until passenger service, generally, became a money-losing proposition, and a heavy financial burden on many railroads. This situation persisted until Amtrak, a quasi-public corporation, was created to take over intercity passenger operations.

Now, most of America's railroads are movers of freight, except for the contracts some of them have with Amtrak.

Things have changed in the freight area, too. As patterns of business have shifted and plants have relocated, once-lucrative branch lines have become money losers. So railroads have sought to streamline and redirect their operations. When possible, they have discontinued service where it is no longer needed and used the savings to improve service where it is needed.

Railroad equipment has changed, too. Once there were only a few types of freight cars. Now there are many different kinds of specialized cars, designed to meet the special needs of certain shippers. The cars are bigger, too—so much bigger, that, although the total number of freight cars has decreased, the capacity of the fleet has increased.

Track and roadbed have been improved. Diesel locomotives have replaced steam. And a whole new computer technology is being utilized.

Despite the "inherent advantage" of the steel wheel on the steel rail, railroads couldn't expect to maintain their position in today's highly competitive transportation business without keeping pace with the opportunities afforded by a new era.

## America's railroads today:

Serve 45,000 communities on 206,000 miles of line.

Have a national fleet of nearly 1.8 million freight cars—enough to form a solid train that would span the continent five times.

Move their trains with 29,000 locomotive that generate a total power capability of more than 50 million horsepower.

Employ almost 600,000 persons with annual wages and fringe benefits in excess of \$6.5 billion.

Make annual purchases totaling more than \$4 billion.

Pay yearly taxes—in addition to payroll-related ones—amounting to about \$500 million.

Maintain a "plant" that represents an investment value—after allowing for depreciation—of \$28 billion.

If the present railroad system had to be rebuilt from scratch, it would cost about three times as much.



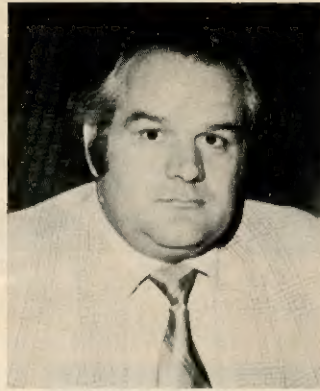
## Let's Meet Some Motor Way Personnel



**WARREN D. BRAUCHER**, president.



**RALPH E. TURANO**, vice president Marketing.



**JOE MATICH, JR.**, vice president operations.



**JULIAN ORNER**, comptroller.



**CAROLINE GREEN**, utility clerk and receptionist.



**JOE P. WALSH**, office manager, foreground, and **Jeanette Stockmaster**, secretary to manager of transportation.



**WILMA MILLER**, secretary to vice president marketing.



**LEONARD WAR- ING**, safety supervisor.



**GEORGE LOUD**, asst. traffic manager O/C claims.



**FREIGHT CLAIM DEPT.**, from left, Carsten Dinnisen, asst. manager, Fred Whalen, clerk, Jack Betourney, manager, and Susie Hildebrand, secretary.



**TWO VIEWS** of the Accounting Department and their personnel.



**EMPLOYEES IN THE TERMINAL OFFICE** are shown in the above three views.

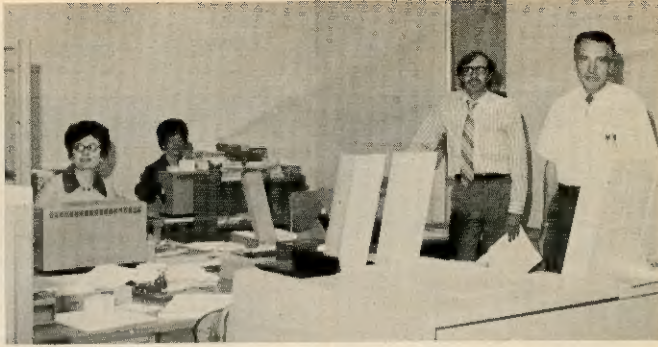




**TRANSPORTATION DEPT.** Lee Raper, manager, left, and Phil Davis, asst. manager.



**DUANE KAUFMAN**, superintendent of maintenance.



**COMPUTER ROOM.** From left, Sandra Fisher and Colleen Graham, key punch operators, Ken Kirk, manager, and Glen Pursell, machine operator.



**TERMINAL TOWER.** Herman Afman, city dispatcher, left, and Clarence Iliff, dock foreman.



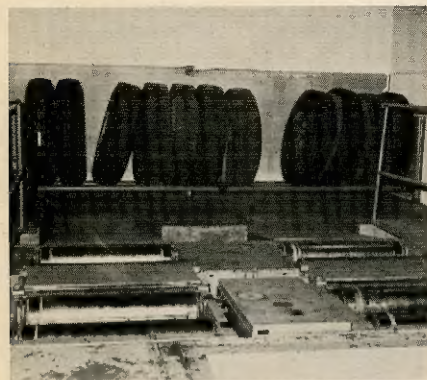
**THE TRUKVEYOR** delivers the merchandise to the loading area from the unloading dock.



**LOADING** the trailers at the dock.



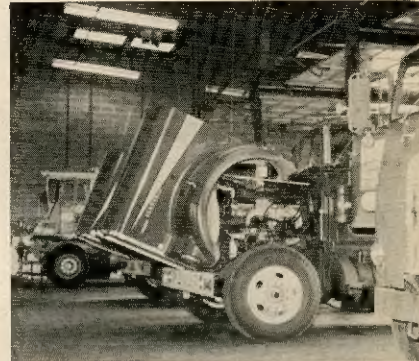
**CLARENCE RIFFLE**, clerk in the parts room.



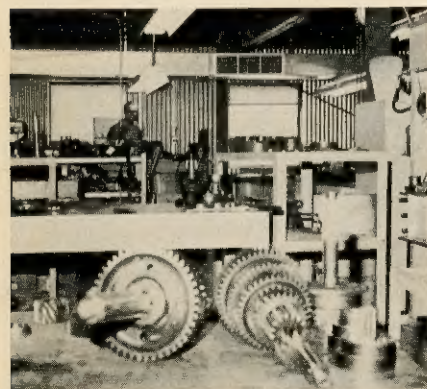
**THE DYNAMOMETER** is able to test tractors under all load and highway conditions without leaving the garage.



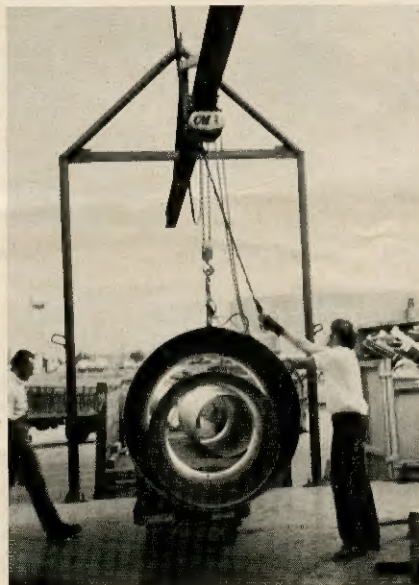
**A VIEW** of three drive-through bays.



**TRACTORS** are brought in for servicing in this area.



**A VIEW** of the motor room where they are torn down or rebuilt.



**THE OVERHEAD MONORAIL** is used to handle the heavier and bulky shipments.



**LOADING TRAILERS** on flat cars (TOFC) for shippers is included in their operations.



# Rail CHATTER on the Grande

## From the White House

### Revenue Accounting

By Dick Eggleston

Betty Hancock decided on retirement on September 15 after more than 20 years with the Rio Grande. In spite of the fact that Betty's father gave 42 years' service to the Union Pacific as an engineer and two of her brothers are engineers for that railroad, Betty remained faithful to the Rio Grande.

Upon finishing business college, Betty held several jobs in California and Utah before joining the Rio Grande as a typist in 1951 in the accounting department. She held positions as clerk and stenographer in the Engineering Dept., Personnel Dept., and transferred to secretary in the Revenue Accounting Dept. in December 1969, a position she held at the time of her retirement.



After a trip to Durango and Mesa Verde, Betty will visit with relatives at Salt Lake City and will make her home on Monterey Bay in the beautiful city of Santa Cruz where she will enjoy her new-found freedom and her children.

Luncheons were held in her honor by the Rio Grande ladies and many were on hand on her last day at the office to wish her much happiness for the future.

Congratulations to Paul Baca, husband of Rita, who passed his Colorado bar examination during September. Both Paul and Rita have struggled for 11 years to realize this accomplishment.

Sandy and Inez McGregor visited their son who is with the military in Germany. While there, they planned extensive travel on the continent with unlimited ticketing plan to various European points of interest.

Curt Harris, Fred Putz and Russell Grimes, retired, journeyed to Las Vegas to try to win a buck or two.

Condolences to Bob Lovett who shared the *Rocky Mountain News* Football Contest with 38 other winners. He had 20 correct, but had to share the \$350. You can win 'em all but that doesn't mean you'll win it all.

## Communications

By Jim Chavies

Tom Tracy, manager of DC, has been on vacation. George Hall worked Tom's position. Bob Silverman has returned to school. Hurry and get well is wished for Witt Brown.

Harold Phillips, Bob Schultz, Rick Meyers, Dave Schultz and Jim Mattingly moved the new communication racks and equipment to the new building. They are now involved in wiring the equipment for use.

Sincere sympathy to Axel Stor on the loss of his brother in Sweden.

Ernie Quintana, Pueblo operator, was a recent visitor.

Green Light

## System Freight Agency

By Charles Cutforth

Welcome to Dolores Nitz, formerly with Freight Revenue, who takes over the demurrage desk vacated by Bill Benson who resigned Sept. 1. All wish Bill well in his new endeavors.

Omitted from August vacations was Harry and Priscilla Vernon's trip to Lake Louise, Banff and the Columbia Ice Fields. Harry has a set of fabulous slides which all should see.

Vacationing John Nimrod dropped in to the office accompanied by his lovely 3-year-old granddaughter. She quickly won everyone's heart as well as conning Harry Vernon out of some grapes.

Mike Abbato is busy checking everyone's temperature and pulse after completing his Red Cross First Aid Course. He finished with a grade of 95. It's nice to have a doctor in the house.

Thought: Some people are not failures. They just started at the bottom and liked it there!

## Engineering Dept.

By Jeanne Gustafson

If you've noticed that broad grin Bob Schneider has been wearing and the wide area of space between his feet and the floor, it's due his having become Grandpa. His first grandchild, Katherine Michelle was born on Sept. 20. Congratulations to the grandparents and to the parents, Bob, Jr., and Marilee Schneider of Bloomington, Minn.

Pleased to see Al Winegardner, looking younger than ever, on a recent visit to the fifth floor. Al and his wife are planning an exciting trip to Europe in the very near future. We will look forward to hearing all about it when they return.

Speaking of Europe, recently received a picture postcard from Ken Johnson, retired engineering draftsman, who wrote to us from the "top of the world"—a Swiss Alp. Ken has been touring such places as London, Paris, Rome and Lucerne. You don't have to be retired to go to Europe, but it's more fun then.

A very warm welcome is extended to Jack Holm, signal draftsman, who comes to us from the Signal Shop in Denver.

## From the Top

By Irene Stevenson

The sixth-floor stay-at-homes have been reveling in the beautiful, glowing autumn weather in Colorado; however, many vacationers have been traveling near and far.

The Max Ehrlichs (belated congratulations to Dr. Carol Ehrlich who was recently appointed head of the Department of Audiology and Speech at Children's Hospital) are flying to Budapest, where Mrs. Ehrlich is presenting a paper at the International Congress of Audiology. En route they are driving to Germany, Austria, Yugoslavia and Italy.

Dave and Nancy Lippincott spent two weeks in Hawaii. While there, they visited the island of Kauai, saw the original sets for "South Pacific," and toured the Kona Coast of the big island of Hawaii. Norm and Lorraine Maris celebrated their 25th wedding anniversary with a trip to Hawaii.

The Bill Omerons vacationed in California for two weeks. The Bill Deramus twosome had a delayed honeymoon in San Francisco. Glenn and Helen Keller drove to the Four Corners area, Las Vegas and Twin Falls, Idaho.

All are watching the new building shape up two blocks away, pitching out old files and gathering strength for the "big move."

## Car Service

Manford Bauer

Retirement doesn't signify the end of a full life for Lloyd E. Selby, private line mileage clerk. The 37-year veteran of the Rio Grande retired September 29 taking with him the hearty congratulations and well wishes of his numerous friends on the railroad.

Lloyd revealed that he and his wife of 38 years, the former Rosemary Seago, will fly to Freeland Island, one of the lesser known of the Bahamas, on October 6. This remote hideaway was only recently opened to tourists. This is but the first of many trips the Selbys have planned.



The quiet-mannered ex clerk will not be wanting for intense activity. Probably not known to many is his interest over the years in landscape and modern art. His oil paintings in these demanding art forms attest to his excellent talent.

A native of Boulder County, Lloyd moved to Denver as a young man in 1929 and became an employee of the Moffat Road in the Store Dept. in 1935, transferring to car record clerk in 1942 and joined the Rio Grande in their Car Service Dept. in July, 1947 when the two roads were consolidated.

If travels and hobbies ever wane in their appeal, the activities of six grandchildren will take up the slack, opined Lloyd with a twinkle in his eye.

A peripheral encounter with a Mexican wedding at the Hotel El Dorado at Chihuahua was an unexpected bonus for the traveling Ackles, G. C. and Lydia. "Our southern neighbors really know how to put on a gala affair," said Lydia.

Probably a little more costly was the trip to Las Vegas and the gaming tables for Faye and Ruth Theis, however, neither regretted their fun-filled experience.

Lee and Le Ona Branting were in Trinidad where they visited a son who is a music instructor at the Junior College there.

Welcome back to Jim Bradbury who returned to this department following the retirement of Lloyd Selby.

Seven



## Traffic Dept.

By Bob Hulstrom

Congratulations to Thomas D. Odwalt who was elected to the Board of Governors of the Traffic Club of Denver.

Congratulations are also in order to C. Harbeke, Lew Wurm, Ray Cavness, Jerry Sheridan and this reporter for winning prizes in the Rio Grande Golf Tournament.

## Personnel



Congratulations to Ed Clark, assistant office manager, who completed 30 years with the Rio Grande. John Lovett, director of Personnel, presented him with a 30 year pin. (Photo above.)

Ernest Sampson, manager medical services, enjoyed a Jet-Cruise during September to Greece, Turkey, Lebanon and Israel. He sailed on the Blue Mediterranean visiting the islands of Rhodes, Patmos, Cyprus and Mykonos. He returned without a Greek Goddess.



Vernon and Illa Mae Immorth celebrated their 25th wedding anniversary by flying off to Hawaii. In addition to the beautiful scenery in the Hawaiian setting, the hula caught Vern's eye. When told to watch the hands as they told the story, his past editorial instinct came to the fore and could read it loud and clear. He would like to read the second chapter.

Word reached the Green Light office at press time that Aubrey Long, former clerk in the Accounting Dept. from 1937 to 1946, passed away at Santa Rosa, Calif. Long worked for the Motor Way for some time and later joined the Alaska Railroad. Sincere condolences are extended to his family.

## Helper

By Domenic Juliano

Ray and Kathy Anderton returned from a delightful vacation in West Virginia where they visited with their daughter. They spent some time in Tennessee and returned in time to attend the Vets' convention at Grand Junction.

Congratulations to Sam Martell on winning first place in the children's Labor Day parade.

Page Eight

Congratulations to George Grivet on his election as president of the Rio Grande System Veterans' Club for the coming year.

The elk and deer hunting season has crept up on us and everyone is getting ready to head for the mountains. Should have some good stories when they return.

## Denver Freight Station

By Helen Pelta

Congratulations to Norman C. Ronald, former Rio Grande freight handler, who received a doctorate degree in the field of Medical Entomology from the University of Missouri at Columbia. He received his bachelor's and master's degrees at Colorado State University at Fort Collins, graduating in 1968.

Norman worked for the Rio Grande at Salida and Denver from 1959 to 1965 at which time he resigned to return to college. He is the son of Frank Ronald, clerk in the Denver Freight Station, and is presently engaged in research work at the University of Missouri.

## Burnham Notes

### Store Dept.

By Dolly Flagler

Joe Cone and wife returned from the three-week Salt Lake vacation on Sept. 25 only to be called back the following Monday evening by the illness of his brother, Ed. Sorry to report that Ed passed away Sept. 27. Deepest sympathy is extended to Joe Cone and family.

Sincere sympathy is extended to Joe Atenzio, tractor driver, and family on the loss of his brother, Jasper, at Alamosa.

Mike Wilkas, store helper, is enjoying three weeks with short jaunts in the Denver area.

### Diesel Shop

By Elmer Schaefer

Martin Kross and family vacationed at Glenwood Springs where Martin had the opportunity to dip his arthritis in the pool. (Hope it wasn't with his clothes on.)

Art Phillips vacationed in the Southwest while visiting his daughter. The William Connellys flew to Seattle to visit relatives. They report the weather was fine.

G. H. MacDonald and wife took in the sights of Las Vegas, or vice versa. They also enjoyed golfing and some games. Harry L. Jones went back to the old country, Missouri that is, and spent their vacation visiting relatives.

Wayne Summers has ventured into the building boom at Indian Hills. He says any of his Rio Grande friends interested in a mountain home should see him first.

This reporter and wife vacationed at Durango, Cortez, Farmington and Ouray and enjoyed a long-awaited visit with relatives from Kenosha, Wisc. and Sedalia, Mo.

## NARBW Will Meet

The October meeting of the Denver Chapter of the National Association of Railway Business Women will be held at the Ramada Inn, West 6th Ave. at Simms, on Wednesday evening, October 18.

Emily Gerheim, finance chairman, is in charge. Elsie Schlegel will assist in taking reservations. An interesting program is planned.

Guests are always welcome.

## Roper

By Roper Joe\*

The Rio Grande Golf Tournament was held on Sept. 9. Included in the winners were Dick Pahl, A Flight; Pat Pond, B Flight; and M. Blackwell, C Flight.

Al Martin came in second in the C Flight. He said he was beaten by age (he is 69½ and the winner was 23). He was very pleased with his trophy (see photo) and claims you can't keep a good man down. Sounded like a real fun tournament.

Doug and Arlene Stoddard returned from their vacation. Sorry to report they were grounded all

month when Doug scalded both feet in an accident. He made two trips to the hospital and spent the rest of the time staying off his feet. Arlene had to play nurse and take him to the hospital. This unfortunate accident happened on the second day of their vacation.

Hans and Helen Hunger are also back from vacation. They are smiling although they didn't go any further than Idaho. They are the owners of a brand-new car.

A stuffed pepper dinner was the order of the day on Sept. 7. Dinner was in honor of Bob Durrant, ex-chief clerk, who left the Rio Grande for a position with the ICC. His territory will be the states surrounding Utah. He figures this to be quite a break. Congratulations, Bob!

Rio Grand Bowling League began on Sept. 6. There was a wonderful turnout and everyone enjoyed being back. Claire Hills, wife of Earl, bowled the first 200 game of the season. Carman Moser bowled the first 500 series. Hope to have a lot of scores, but everyone bowls just for the fun involved.

\*Josephine Smith

## Colorado Division

By Anne Darling

Welcome to E. E. Stephens and M. G. Stanley as signal supervisor and assistant signal supervisor respectively.

Retired chief dispatcher, J. O. and Mrs. Smith are traveling through several countries in Europe at this writing. Wells Knapp and family vacationed in California. John Phillips and Mark Wood both report enjoyable vacations.

Wes Henderson and Lucille drove through the southern states while on vacation. This reporter and husband toured Colorado and had a wonderful time.

Get well wishes are sent to Edgar J. Lock, retired engineer, who underwent surgery at Swedish Hospital on September 29. Edgar retired in January, 1967.

\* \* \*

Doctor: "I don't like the way your wife looks."

Husband: "I'm not crazy about her looks either, but she takes good care of me and the kids."

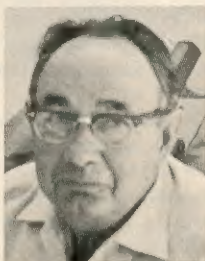
Rio Grande



## Utah Division

By Jerry Pearson

September 12 marked the date of a farewell luncheon, held at the Division Office, to honor Carlos J. Jackson, assistant engineer, who applied for his annuity after 44 years of service with the Rio Grande. Approximately 50 persons from throughout the system were on hand. His wife and daughter were on hand to witness the presentation of luggage and a camera. In addition, Jim Ozment, division engineer, presented Carlos with his hard hat and promoted him to Honey Do Engineer.



Another dinner was held in his honor on September 16 at the Elks Lodge for his many years of devoted service at which time he was presented with a wallet and a western shirt to wear when he goes square dancing.

Carlos' career with the Rio Grande has been quite varied. Starting as a pipe gang laborer in 1925 he held positions as section laborer, rodman, slag inspector, building inspector, engineering assistant, office engineer, instrument man and assistant engineer, a position he held at retirement. His service took him, in addition to Salt Lake, to Salida and Grand Junction.

With his years of service in the Engineering Dept., his knowledge will be keenly felt, nevertheless, best wishes go with him in his new "assignment."

A surprise party was given in honor of Gene Stone, timekeeper, Utah Division, on September 20. Gene is one

of the rare individuals on the railroad having completed 50 years with the Rio Grande in September, an almost impossible task under the new retirement plan in effect. His varied duties on the railroad saw him in Helper, Ogden, Clearfield, Midvale, Garfield and has been divisional timekeeper at Salt Lake since Sept. 4, 1969. A beautiful cake was served to commemorate this event.



Congratulations to the Dennis Olsens on the addition of a baby girl to their household. Dennis is a dispatcher at Roper.

## Salida Comments

By Maribee\*

Hunting is the "big thing" with railroaders at this time of year. Several of them have pictures to show their ability, and these pictures take priority over baby pictures in their wallets at this time.

Roy Nelson, Salida Brakeman, bagged a 180 pound full curl bighorn ram from Sheep Mountain near Saguache. The ram was shot

at a distance of 450 yards in a high cliff area. The horns with a 14-inch base measured two feet.

Equally proud is Abe Madrill, Salida engineman, who went antelope hunting in Wyoming with his son, Wesley, a clerk in the Pueblo yard, and R. W. Smith, engineman at Pueblo. Although all had antelope to bring home, Abe won the top prize for beauty and size. He plans to have the head mounted.

Abe and his wife are a couple who have worked out separate vacations which keeps her from being bored on hunting and fishing trips for which he thinks vacations are designed and it keeps him from making visiting trips he doesn't keep on his preferred list. When he returned from his two-weeks hunting trip, his wife went to Temple, Texas.

James Turner, extra board brakeman, a transfer employee from the M/W Dept., had a problem on September 12. He was at Minturn when he wanted to be in Salida for his first-born, a bouncing baby boy. After he did return home, he didn't know whether it was proper to pass out the cigars first or stage a celebration. Anyway, he took a few days off to really enjoy the first blessed event.

Everyone is eagerly awaiting the return of Tom Naccarato, brakeman, who flew to Stockholm, Sweden, for a three weeks' vacation. They all want to have an explanation of his postcard message: "I went to a night club but I'll have to wait until I return to tell you what I saw."

This is the year of breaks for Betty Clark, wife of Leonard, but not the kind that can be appreciated. She experienced a broken wrist earlier this year. In mid-September, she went to Minturn to take charge of the YMCA so regular caretaker, Herman Billows, and family could enjoy a vacation. The first day there she suffered a broken bone in her foot. Now Leonard will have dishpan hands and sore knees again.

E. H. Edlund, retired agent, and wife took a three weeks' motor trip in the northwest for a vacation. "Nick" was really tired and needed a vacation is the story we were told. He was busy with the lawn and in his zeal to have a fine looking one he over-fertilized. This caused the grass to continue growing so rapidly that he was tired from mowing the lawn all summer.

Former traffic man, Charles Wildt, is now living in Salida. He couldn't stay away from his former line of work and is busy as a bee acting in traffic management capacity for U. S. Soil Conditioning Co.

In and out of the hospital in September were C. R. McDonald, retired engineer, and L. W. Heister, clerk.

A chance meeting of Al Levin in Clear Creek Canyon, location of the noted old mining towns of Vicksburg and Winfield, brought back memories. The father, Ed Levin, began railroading for the Colorado Midland in Leadville. An on-the-job injury led him to decide there should be an easier way to make a living, so, with his wife and four sons, he moved to California. All four became associated with the S. P. Railroad. In the meantime the Levin cabin at Vicksburg was maintained for a summer home and is one of the historic places.

Each year Al Levin, now retired yardmaster from the S.P., spends as many months in the Vicksburg cabin as the weather will permit. His home is always a gathering place for members of the Clear Creek Historical Society

formed a year ago to preserve as a start one cabin and the school house in this area with the idea of making them museums. Because of the friendship with Al, we have been invited to these historical meetings.

For the pre-Labor historical meeting we arrived a little late. The meeting was already in progress when the guest list was signed. Running quickly over the list, a familiar name was noted, but surely there wouldn't be another railroader in the crowd, but there was. Floyd Crowder was the man we met for the first time.

As soon as the meeting was over, Floyd's words were, "You are not the Mary B., are you?" History was forgotten for about an hour as Floyd and Mary B. proceeded to railroad.

Floyd's claim to Vicksburg arises from his wife's relationship with another old Vicksburg family, the Wallaces.

\*Mary B. Cassidy

## Colorado Springs

By Jim Kennedy



Congratulations to Mr. and Mrs. Avery M. French who celebrated their 60th wedding anniversary on September 12. A family celebration was held at their home. Avery is a retired Rio Grande telegrapher. He was born at Gartsville, Ohio, and his wife came from Rockvale, Colorado. They have six children, 22 grandchildren and 9 great grandchildren.

John Weaver, night switch foreman, enjoyed a two-week vacation at Phoenix, Ariz., with his son and family and friends. E. S. Lindsey, chief clerk, enjoyed a month's vacation. He attended the Central States Shriners Convention held at Colorado Springs.

## Salt Lake Vets

By F. C. Krauth

The Salt Lake Vets who attended the convention at Grand Junction would like to extend their appreciation for the hospitality and a great time.

The Grand Junction Vets and Auxiliary certainly know how to make everyone feel the good relationship and fellowship there is in the organization. All are grateful and would like to thank all for their graciousness.

The annual Thanksgiving party will be held on November 17. This will be a potluck turkey dinner and will be at the Rail Ops. Bldg., 37 W. 17th South, at 6:30 p.m. Leonard Jensen and Ralph Nuzman will be hosts.

After the dinner there will be an election of officers for the coming year. Everyone please plan to attend that you may elect your choice of the membership to serve you for 1973.



## Grand Junction

By Almada Flint

Congratulations to Art Hadden, carman, who applied for his annuity on August 31 after more than 48 years with the Rio Grande.

Art joined the Rio Grande as a laborer in the Grand Junction Car Dept. in 1923 and held positions as carman helper and carman. During the past several months he was a very able member of the derrick crew. (Cheedle photo)



He was very interested in civic affairs, having served on the Grand Junction City Council for six years. An ardent baseball fan, he has umpired many Little League games. He received one of the highest degrees in Masonry when the 33rd was bestowed on him in November, 1971.

His many co-workers wish him the very best for the future.

The Vic Petersons' son, V. F., Jr., has received his honorable discharge as sergeant in the U. S. Air Force after serving four years. The last eight months have been spent in Thailand.

Carl Strange was about the busiest person around the property before he retired as electrician. He now works for a local electrical firm and still keeps busy. He did take time enough to drop by the office and say Hi! Enjoyed seeing W. C. Reseigh, retired conductor, on his recent visit to the building.

Happy to meet Jim McHugh, brother of Tom McHugh, retired conductor. The McHughs, with daughter-in-law Virginia at the wheel, took in some of Western Colorado's beautiful display of fall colors. Jim moved from Grand Junction many years ago and lives in the Los Angeles area.

Trainman J. F. Carey resigned as of September 30 in order to apply for his annuity. Hope he has a pleasant retirement. Best wishes to D. B. Ooley, engineer, who resigned September 29 to apply for his annuity.

The end of summer might mean the end of vacation, but not so. L. O. Ficklin, trainmaster, rested (we hope) the month of September while Mike Davis took his family westward to exciting places like Las Vegas and San Francisco. Mike said their young son especially enjoyed the cable cars.

The Cecil McSpaddens went to California to visit his sister. Frances Morgan, dispatcher, also vacationed during September. Jim Wagner, Al Daub and Jack Lawrence will finish up their vacations during October. Bob Stebbins, baggageman, planned to spend some of his September vacation in Durango visiting with his sister's family.

General Yardmaster and Mrs. Howard Downen traveled to Mississippi to attend their son's wedding. He reports everything went beautifully but that the heat was terrific so they could hardly wait to head north again. Carl Consalus, secretary, also vacationed in September. Ruth Anderson worked during his absence.

Best wishes for a long and happy retirement to Charles W. King, engineer east, who applied for his annuity on September 30. He and his wife plan to make their retirement home at Grand Junction.

## Denver Vets

By Foyle Troxel

The first meeting of the fall began with a delicious potluck dinner. After a short business meeting, we were entertained by accordionist Dick McCall. The good crowd enjoyed it very much.

Sixty-four members of this club enjoyed the train ride to attend the System Convention at Grand Junction. It was a fine convention. It was nice to visit with Adam and Irene Bronish. Adam is a past president of this club.

A big "thank you" to the many helpers in making the rummage sale successful.

Dorothy and Bill Moeller celebrated their 36th wedding anniversary on Sept. 23. To celebrate their 25th anniversary, Illa Mae and Vern Immroth spent two weeks touring the Hawaiian Island. Verna and Fred Snyder report a wonderful two weeks touring the Hawaiian Islands. Kathryn and Bill Sealy drove to Washington, D. C., Ottawa, Canada, and Minneapolis before returning home.

Wanda and Frank Marquiss, accompanied by Wanda's brother, drove to Grand Junction for the convention after which they went to California by way of Las Vegas and returned via Reno to attend the National Button Society convention. Helen and Sydney Pelta spent a few days in New York City sightseeing and attending shows.

John Schneider was able to attend the September meeting after having surgery to remove a cyst from his knee. Art Loibl is feeling better after undergoing surgery recently. Eddie Young is hospitalized for the third time facing surgery soon.

Ed Roe is in the hospital undergoing tests. Lloyd Powell returned to work October 2nd after surgery.

Alfreda White, widow of William E. White, formerly of East Portal, is recovering from a bad fall, tearing ligaments in her leg, and had to spend two weeks in the hospital.

Sincere sympathy is extended to Hazel Hoyt in the loss of her nephew, Tracyhoyt Heatwole, Sept. 3 in Baltimore, Md. Burial was in Denver. He was her last relative.

## Helper Vets

By Dom Julliano

On behalf of the Helper Vets' Club we would like to thank Walker Johnston, Bill Easley and all the others who worked to make the Convention the success it was. The Helper Vets reported they had a good time and it was a very enjoyable convention.

Attending from Helper were George and Karene Grivet, Ray and Kathy Anderton, Ray and Geneva Black, Desmond and Louise Peckhan, Ern and Lucille Gardner, Tom and Rosa Magliaccio, Bill and Marilyn Nielsen and Doc Slopansky and wife.

## Provo

By R. R. Rackele

Evan Johnson spent his vacation harvesting his farm produce, a chore that had to be accomplished before the cold weather sets in.

Mrs. Vic Griffith and her sister motored to California to visit with her daughter and family. They had a "rest stop" at Las Vegas. Vic took care of the dogs while they were gone.

The Andy Petersons added another granddaughter to their list of grandchildren for which they are justly proud.

The U-Pace-O Ranch celebrated its centennial in connection with the homecoming at Thistle on Sept. 15-16. A steak dinner and program were the highlights of the affair. Bob Pace supervised the occasion.

There were 40 in attendance at the Vets' potluck dinner with visitors from Salt Lake present. After the dinner, a card game was enjoyed. Winners were Mel Crawford, Fred Simmons and Earl Sutpeck for the men. Lady winners were Verda Mordue, Corrine Mike-sell and Phyllis Cowley.

Arv Vogel, son of Oscar, has gone a long way from section hand to professor of graphic arts, technology and printing at Georgia Southern University. He is treasurer of the FGAEH. He is interested in civic services such as Boy Scouts, Civil Defense, advising consultant, directing vocational education workshops, and he does designing and printing for United Fund. Arv does extensive traveling abroad.

Wedding fever was evident at the R. C. Lewis residence when their son was married on September 23.

\* \* \*

*When the doctor tells you to slow down, you can always chase older women.*

\* \* \*

*A bachelor is a guy who doesn't have to leave a party when he starts having a good time.*

\* \* \*

*"I married an angel," John boasted to his friend.*

*"And I married a witch," lamented the friend.*

*John thought for an instant and said, "Let's trade."*

## Suggestions

Suggestions received for review and discussion:

15681	20594	21369
15688	20636	31126
16265	20702	31131
18436		31158
19623		31199

The following suggestions were for various reasons not adopted:

15684	31200	31325
19389		

The following suggestion was adopted. Identification stub should be mailed to the Personnel Office:

31136 — Install barricade at Moffat Tunnel.



# The Grande People

By Ann Eckberg

## Retirements

(Years of Service and Date Shown)

Adams, Charles E., Grand Junction, Conductor, 43, July 24.  
Archuleta, Placido J., Mack, Truck Driver, 37, June 1.  
Berglin, Arthur E., Denver, Tin & Pipe Shop Foreman, 42, July 1.  
Brink, Irving M., Denver, Work Equip. Shop Foreman, 47, Aug. 1.  
English, Jim, Montrose, Truck Driver, 44, June 1.  
Fitzpatrick, Harry J., Grand Junction, Clerk, 51, June 1.  
Gardner, Ronald E., Provo, Conductor, 48, Aug. 1.  
Hoaglund, Maynard T., Minturn, Fireman, 30, July 14.  
Johnson, Herbert W., Denver, Train Clerk, 21, Aug. 1.  
Killillay, Homer N., Denver, Conductor, 28, June 10.  
Law, Harold S., Denver, Signal Supervisor, 37, Aug. 1.  
Martinez, Abrelío, Denver, Mech. Laborer, 45, June 30.  
Mueller, Gottfried W., Denver, Pipefitter, 13, July 29.  
Pfahl, August, Salt Lake City, Trainman, 28, Aug. 1.  
Smith, Clarence L., Alamosa, Switchman, 36, July 1.  
Tripp, Delmer L., Salt Lake City, Conductor, 48, Aug. 1.  
Vigor, William B., Helper, Section Laborer, 24, July 8.  
Weaver, Robert B., Florence, Truck Driver, 12, July 8.

## Losses

(Age and Date of Death Shown)

Ames, Herman E., Durango, Agent-Telegrapher, 81, Aug. 23.  
Barrows, Kenneth D., Denver, General Solicitor, 45, Sept. 8.  
Behler, George C., Alamosa, Carman, 81, Aug. 4.  
Berry, William C., Helper, Carman, 79, Aug. 8.  
Fields, Benjamin H., Pueblo, Work Equip. Operator, 80, Sept. 14.  
Howard, Roy P., Sigurd, Agent-Operator, 73, July 1972.  
Johnson, Oscar T., Denver, Boilermaker, 89, July 1972.  
Kirkwood, Earl, Helper, Fireman, 58, Aug. 27.  
Kmetzsch, Albert C., Kaysville, Machinist, 83, Aug. 1972.  
Nila, Celso G., Loomis, Calif., Sect. Laborer, 74, Aug. 1972.  
McKinney, Joseph A., Salida, Switchman, 87, Aug. 26.  
Peterson, Frey L., Denver, Machinist, 86, Aug. 1972.  
Pitney, Guy B., Denver, Cashier-Telegrapher, 82, Aug. 15.  
Ruybal, Antonio, Alamosa, Car Load Trucker, 74, June 1972.  
Skolrood, Walter E., Pueblo, Switchman, 69, Sept. 19.  
Waldero, Theodoro, Salida, Mech. Laborer, 77, Aug. 29.

## RECENT APPOINTMENTS

C. W. Colborg, Manager of Insurance ..... Denver  
H. D. Gibbs, Asst. Road Foreman of Equip. .... Helper  
T. W. Hawksworth, Office Manager. . . . . Washington, D. C.  
J. D. Holm, Signal Draftsman. .... Denver  
J. M. Key, Signal Circuit Designer. .... Denver  
H. L. Ong, Asst. Roadmaster. .... Pueblo  
W. A. Scanlon, Office Manager. .... Philadelphia  
G. P. Seal, District Representative. .... Ogden  
R. F. Stern, District Representative. .... San Francisco

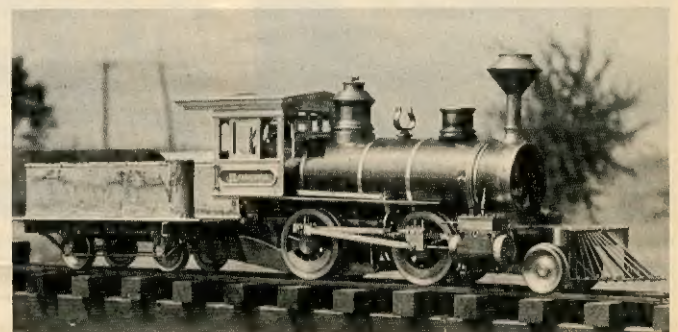
## Memory Album



**LOCAL PASSENGER TRAIN No. 7** under a full head of steam is shown south of Littleton, Colo., with Locomotive No. 779, a baggage car and a coach with Pueblo as its destination. (R. H. Kindig Photo)



Now that it is World Series time, can anyone identify the members of the Rio Grande ball club in the above photo taken about 1919 at Denver? Someone should know who's on first.



**THE MONTEZUMA RUNS AGAIN** could be the headline for the photo above. Not full size, the locomotive shown was built by Gerry Cutshall in his home workshop. Built to 1½ inch scale, the narrow gauge live steam locomotive is a replica of D&RG's No. 1, a 2-4-0, that pulled diminutive trains between Denver and Colorado Springs over 100 years ago. Gerry, machine shop foreman at Burnham, is treasurer of the Colorado Live Steamer Assn.





# System Vet's Convention Was Enjoyed By All

The System Vets' Convention held at Grand Junction on September 23-24 was a real success with 275 in attendance.

Special events included a banquet and dance on Saturday evening and a breakfast on Sunday morning. About 35 door prizes, which were donated by the Rio Grande Railroad and local merchants, were given to lucky people in attendance. Other events included tours near the city. The original oil painting was won by Conductor Les Wright. This was painted especially for the convention by Francis West. The Ladies Auxiliary filled tote-bags with smaller gifts to present to each one registering for the convention.

A special thanks to Norabelle Easley, president of the Auxiliary, and her hard-working committees.

The business meeting on Saturday afternoon resulted in the election of George Grivet of Helper as president of the System Vets; Bob Rose of Grand Junction, secretary-treasurer; Pete Ackermann, Denver, vice president,

Colorado and Fred Krauth, Salt Lake, vice president, Utah.

A decision was made at the business meeting to increase the registration fee to \$5.00 per person next year. The convention will be held on the third weekend in September, 1973, at Grand Junction. The Salt Lake City Club will be the host.

A plaque was presented to Fred Krauth, retiring secretary-treasurer, by President Bill Easley, for his many years of service to the System Committee of Rio Grande Veterans' Clubs. Fred has been connected with the organization since its beginning, 25 years ago. He has attended all but one of the 22 System Conventions and has served as president of the System Committee and secretary-treasurer two different times prior to being elected secretary-treasurer this last time, a position he had held for eleven years.

It was a pleasant association for all who attended and are looking forward to the convention next year.



FRED KRAUTH, right, received a plaque at the convention for his outstanding service with the Vet's organization. It was presented by Bill Easley, outgoing president.

THE HOSPITALITY ROOM where friends meet over a light snack.



DELEGATES FROM DENVER rode the Zephyr with an on-time arrival at Grand Junction. It was a fun trip and an enjoyable convention.



OFFICERS ELECTED for the coming year at the System Veteran's Convention at Grand Junction are, from left, Bob Rose, vice president east; George Grivet, president; Pete W. Ackermann, secretary-treasurer; and Fred Krauth, vice president west.



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